



U.S. Department  
of Transportation  
**Federal Highway  
Administration**

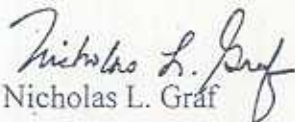
Office of the Administrator  
September 11, 2002

400 Seventh St., S.W.  
Washington, D.C. 20590

Refer to: HEPS-10

Len Sanderson, P.E.  
State Highway Administrator  
North Carolina Department  
of Transportation  
1501 Mail Service Center  
Raleigh, NC 27699-1501

Through:

  
Nicholas L. Graf  
Division Administrator  
Raleigh, North Carolina

Dear Mr. Sanderson:

We have completed review of your request to Division Administrator Nicholas L. Graf that the proposed Wilmington North Outer Loop (the "U.S. 17 Bypass") from U.S. 17 Scotts Hill west to I-40, southwesterly to U.S. 74/76, and south to the north intersection of U.S. 17 and NC 85 near Bishop be designated a future part of the Interstate System under 23 U.S.C. 103(c)(4)(B).

The route has an approved final environmental document and construction has commenced. You have indicated that construction will be completed within the required 12-year period. After careful consideration of the criteria, I find that the proposed highway would be a logical addition in its entirety, and I hereby designate, under 23 U.S.C. 103(c)(4)(B), the proposed relocation of U.S. 17 (about 27 miles or 43 km) as a future part of the Interstate System.

This action will be effective today upon your execution of the required 103(c)(4)(B) agreement. We have drafted an agreement and signed the two copies enclosed. Please sign them and return one for our file of executed agreements.

Under the agreement, all projects on the proposed route must meet Interstate System design standards. We recommend that the projects be coordinated with the Federal Highway Administration Division Office, as they will have to review the completed facility before I officially add it to the Interstate System under 23 U.S.C. 103(c)(4)(A).

We concur with the proposed I-140 route number for this route segment, subject to concurrence by the American Association of State Highway and Transportation Officials, and we are informing the Association by copy of this letter. Our concurrence is on condition that the designated future part of the Interstate System may only be referred to as "Future I-140" until added to the System.



The last subparagraph of Section 103(c)(4)(B) provides that:

No law, rule, regulation, map, document, or other record of the United States, or of any State or political subdivision of a State, shall refer to any highway under this subparagraph; nor shall any such highway be signed or marked, as a highway on the Interstate System until such time as the highway is constructed to the geometric and construction standards for the Interstate System and has been designated as a route on the Interstate System.

We advise that, under 23 U.S.C. 103(c)(4)(A) and (B), designation of this route as a part or future part of the Interstate System creates no new Federal financial responsibility nor eligibility for Interstate Maintenance (IM) funds. However, when this route is added to the Interstate System, its lane miles and vehicle miles traveled will be included in the IM funds apportionment formula.

Sincerely,



Mary E. Peters  
Administrator

2 Enclosures

cc: Donna Tamburelli (AASHTO)





American Association of  
State Highway and  
Transportation Officials

*Ivey*

James C. Codell III, President  
Secretary  
Kentucky Transportation Cabinet

John Horsley  
Executive Director

June 30, 2003

*Rec'd  
8/7/03*

Forest Robson, P.E.  
Director, GIS Unit  
North Carolina Department of Transportation  
1587 Mail Service Center  
Raleigh, NC 27699-1587

Dear Mr. Robson:

This letter is to inform you that the AASHTO Special Committee on Route Numbering and the AASHTO Standing Committee on Highways, at their meetings on May 30 and May 31, respectively, have approved your route numbering applications for the relocation of U.S. Route 13 and the recognition of a Business Route on U.S. Route 13 in Bethel; the relocation of U.S. Route 17 and the extension of U.S. Route Business in Williamston; the relocation of U.S. Route 25 and the establishment of U.S. Route 25 Business in Henderson; the elimination of U.S. Routes 29/70 Business in Lexington; the relocation of U.S. Route 64; the elimination of U.S. Route 264 between west of Manns Harbor and Nags Head; the elimination of U.S. Route 264 Bypass south of Manteo; the extension of U.S. Route 311 from Madison to Eden; the relocation of U.S. Route 421 in Wilkes County; the relocation of U.S. Route 421 in Yadkin County; and the elimination of U.S. Route 521 in Charlotte.

The application for the establishment of **Interstate Route 140** was approved, but should only be referred to as "**Future I-140**" until added to the Interstate System by the Federal Highway Administration. The application for the establishment of **Interstate Route 185** was disapproved because the proposed route has not been designated a future part of the Interstate System by the Federal Highway Administration. The application for the establishment of **Interstate Route 195** was disapproved because the proposed route has not been designated a future part of the Interstate System by the Federal Highway Administration.

A copy of each of the applications is enclosed for your files.

Sincerely,

*John Horsley*  
John Horsley  
Executive Director

JH:DT:dt